



**US Army Corps  
of Engineers**®  
Memphis District

**ISSUE DATE:** February 21, 2025

**EXPIRATION DATE:** March 8, 2025

**PUBLIC NOTICE**

**U.S. Army Corps of Engineers  
Memphis District**

**U.S.C. Chapter 33, Section 408 Permission Evaluation**

**TITLE:** Section 408 Permission Evaluation for Viking USA, Shelby County, Tennessee.

**INTRODUCTION:** The authority to grant permission for temporary or permanent alterations of any U.S. Army Corps of Engineers (USACE) federally authorized civil works project is contained in Section 14 of the Rivers and Harbors Act of 1899 and codified in 33 USC 408. Viking USA has requested to install a gravel boat landing ramp adjacent to the North Mud Island parking lot on the Mississippi River (Figure 1).



Figure 1. Location of proposed gravel boat landing ramp, Shelby County, Tennessee.

**PROJECT DESCRIPTION:** Section 408 authorizes USACE to grant permission for the alteration or occupation or use of the project if USACE determines that the activity will not be injurious to the public interest and will not impair the usefulness of the project. The Mississippi River Channel Improvement, the federally authorized civil works project proposed for alteration, provides for channel improvement to increase the flood carrying capacity and reduce flood heights, to stabilize alignment and prevent bank caving that would destroy the main line levees, and to provide an aligned navigation channel. The proposed ramp would be constructed of 610 limestone gravel and would measure 15 feet wide by approximately 133 feet long. Construction will be carried out using approximately 1,030 cubic feet of 610 limestone to level off the existing area and provide a stable surface for a four-inch gravel layer to be laid on top for foot traffic and light vehicles to traverse. No trees will be removed during the construction or operation of the ramp. It is anticipated the ramp would be used on at least five dates for the embarkation and disembarkation of passengers and provisions. After Viking ceases operations at the location, the ramp would be left in its existing condition. Impacts to the Mississippi River Channel Improvement system integrity are expected to be unimpaired as the riprap scour protection will remain in place and undamaged by the installation and use of the ramp.

**ENVIRONMENTAL COMPLIANCE:** A decision on a Section 408 request is a federal action, and therefore subject to the National Environmental Policy Act (NEPA) and other environmental compliance requirements. The scope of analysis for the NEPA and environmental compliance evaluations for the Section 408 review should be limited to the area of alteration and those adjacent areas that are directly or indirectly affected by the alteration. As the proposed project would not result in fill material being placed into any wetlands or waters of the U.S., permit authorization from USACE would not be required under Section 10 of the Rivers and Harbors Act of 1899 or Section 404 of the Clean Water Act. Additionally, no known historic properties would be affected. Furthermore, the proposed Section 408 alteration was determined to have no effect on threatened or endangered species or their critical habitat pursuant to the Endangered Species Act. The decision on this Section 408 request is being analyzed in accordance with NEPA and is limited to the Section 408 boundaries described herein.

**PUBLIC INTEREST REVIEW:** The purpose of this notice is to solicit comments from the public; federal, state, and local agencies and officials; Native American Tribes; and other interested parties. Comments received within 15 days of this publication will be used in the evaluation of potential impacts of the proposed action on important resources. All comments will be considered in preparing environmental documentation pursuant to NEPA. USACE has jurisdiction under 33 USC 408, only over the specific activities that have the potential to alter existing USACE projects. Please limit comments to the area of the alteration and those adjacent areas that are directly or indirectly affected by the alteration to the federally authorized civil works project described herein. **Comments may be submitted to [joshua.m.koontz@usace.army.mil](mailto:joshua.m.koontz@usace.army.mil) and should be received by March 8, 2025.**

Sincerely,

Mark R. Smith  
Chief, Environmental Compliance Branch,  
Regional Planning and Environmental Division South